

# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

Maryland's economic well-being and its citizens quality of life is directly impacted by the transportation system that moves people and commerce throughout its infrastructure. As Maryland's citizens travel our highways, fly out of Baltimore-Washington International Airport, travel through the Fort McHenry tunnel or over the Chesapeake Bay on the William Preston Lane Jr. Bridge, use a HOV lane or express bus, receive cargo through the Port of Baltimore, or renew their driver's license without having to visit a Motor Vehicle Administration office – Maryland's transportation system touches our lives everyday.

Efforts to maintain the safety, efficiency and condition of our transportation system demand constant attention. Our transportation system includes thousands of miles of highways and bridges, public transit systems, a major international airport and a thriving port – each serving millions of customers. Economic expansion coupled with general transportation and population growth has led to significant travel growth throughout the transportation network. Primary factors affecting transportation such as population, households, registered vehicles, licensed drivers and multi-car households have far outpaced the rate at which the State's transportation infrastructure and services have been provided over the past 20 years.

Every year, the Maryland Department of Transportation (MDOT) releases the State Report on Transportation (SRT) – a vision of what the transportation system should be and a plan of how that vision will be achieved. The first part of this report, the Maryland Transportation Plan (MTP), sets a vision with goals and policies to guide transportation decision making over the next 20 years. The MTP is updated every three years to reflect changes in transportation policy priorities. This year's update establishes a new direction – providing mobility and focusing on efficient operations, adding needed transportation facilities, emphasizing safety and security in construction and operation, and improving the Department's responsiveness to its customers.

The second section of the SRT is this document - the Consolidated Transportation Program (CTP). It describes ongoing and new capital programs to be implemented over the next six years, and how the Department will fund these programs to achieve its goals. Every year, the draft CTP is presented to local elected officials and citizens throughout Maryland for comment. Then, it is revised and submitted with the Governor's budget to the General Assembly in January, for approval.

As a companion piece to the SRT, MDOT publishes an Annual Attainment Report on Transportation System Performance. The report documents how MDOT is

achieving its goals and objectives based on a series of performance indicators. The performance indicators presented in the report are also intended to help MDOT and the citizens of Maryland better understand and assess the relationship of investments in programs and projects with the services and quality those investments produce.

The current economic situation continues to present funding challenges. As the nation deals with the recession, the size of the CTP has decreased due to the lack of any new revenues to build the pipeline or add any new projects.

However, Maryland's economy is expected to continue to recover in 2004, and the long-term prospects for the State continue to be positive. Continued growth in employment and personal income should provide the Department with the revenues necessary to deliver its current operating and capital programs. The challenge is to acquire adequate funding to prepare for the next wave of projects that are ready to move into the pipeline and on to the construction phase. In addition we need to ensure that an adequate level of funding is available to maintain and preserve our existing transportation system.

To address these concerns, in July 2003, the Secretary appointed a 29-member blue ribbon panel of legislative and business leaders to provide recommendations on transportation needs and funding options for Maryland. After seven meetings and public hearings the task force completed its review of the State's transportation systems, future transportation needs and potential revenue options in December. A final report of the committee's recommendations was submitted to the Secretary and Governor in late 2003.

Maryland's Consolidated Transportation Program remains a unique, flexible funding tool, developed with considerable local input, and designed to address a multitude of system needs. By having all transportation systems funded under one trust fund, MDOT can direct resources to specific needs and seek multi-modal solutions, looking for the best mode or modes of transportation to address specific problems. In addition, the Annual Capital Program Tour provides a unique venue to gather public input from every jurisdiction in the State.

The following pages provide some background on how to read this document, how the public can get involved, how funding decisions are made and some of the highlights of this year's budget.

# MDOT PRIORITIES: HOW THIS BUDGET AFFECTS YOUR COMMUNITY

## System Maintenance and Efficiency

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. In the face of growing travel demand, increasing construction and equipment costs, and limited resources, MDOT must make the most efficient use of the existing system. Much of this year's transportation funding is directed at maintenance of existing facilities. While there are needs for expanding capacity, preservation of the existing system is an ongoing necessity; roads must be re-paved, safety improvements made, aging bridges rehabilitated, and buses and trains repaired or replaced. To insure that the most productive use is being made of the taxpayers existing investments in the State's transportation system, assets need to be maintained and preserved appropriately to extend the useful life of existing facilities and equipment in a fiscally responsive manner. The Department seeks to maximize value and performance from existing resources by managing facilities to provide maximum customer service from the system before making new investments.

## Mobility

The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets. The Department finds itself at a crossroads, facing key gaps and bottlenecks within the State's transportation systems that are known to cause delay and congestion. The CTP includes capital projects that provide critical new systems additions, and enhance and preserve a transportation system to accommodate travel and facilitate commerce. These projects focus on demonstrated customer needs to decrease delay and improve reliability of the State's transportation networks. They are Maryland's investment in our highway, transit, port and aviation facilities that assure a safe and efficient transportation system and improve economic competitiveness.

The Maryland Department of Transportation is charged with building an accessible integrated transportation network that supports community living, employment, education, health care and recreational opportunities for all. The transportation needs of individuals throughout our State are varied and require transportation options or programs that enable people to be mobile and actively participate in all aspects of community living. The Maryland Transit Administration (MTA) administers programs that provide transportation services to persons who are disabled, elderly or for some reason do not use private transportation. An integrated accessible transportation system provides opportunities for the motorist, air traveler, pedestrian, bicyclist or the public transportation user.

An integrated transportation program is more than accessible trains, buses and paratransit. In meeting the challenge of providing the best mix of options, MDOT will explore alternative approaches and select the most efficient means of meeting customer expectations and needs. The application of cost-effective design alternatives, the usage of managed, priced or special purpose facilities, improving mobility through technology (e.g. E-Zpass), alternative means of travel (e.g. bus rapid transit), and key system expansion (e.g. ICC) are examples of this strategy. The Maryland Department of Transportation is committed to providing accessible transportation services that meet the needs of a varied population.

### *Building an accessible integrated transportation network*



*Preservation and  
efficiency are top  
priorities*





## Safety and Security

Providing safe and secure travel for Maryland residents is of vital importance and enhancing safety has been a transportation priority for as long as Maryland has had a transportation system. After September 11, 2001, threats to the personal safety of travelers and transportation assets have received heightened attention. The Department is focused on reducing the injuries, fatalities and risks to all transportation system customers, as well as, the Department's work force and contractors. The Department is also committed to ensuring security of the public and taking advantage of new technologies and cost effective countermeasures to reduce transportation system vulnerabilities. Every mode has instituted improved safety measures and the Department is implementing a vast number of heightened security measures throughout the transportation system.

## System Productivity and Quality

Improving program and project delivery to reduce the costs and schedule is essential to effectively delivering improvements to users of the transportation system and the State's taxpayers. The Department intends to implement projects in a minimum time period through streamlined approaches and improved relationships with other agencies. Throughout all projects and activities MDOT is committed to protecting Maryland's human and natural environment. Given the State's current financial situation, MDOT is looking to contain costs with business-like organization and best value practices in ways that will not substantially impact customer service and will provide wise use of the taxpayers' funds. MDOT is also exploring innovative approaches to customer service delivery, finance and partnerships to improve customer satisfaction and service delivery.

*Improving  
safety*



## Intercounty Connector (ICC) Concept Plan

The Department has introduced a conceptual plan to fund the Intercounty Connector, a new 17 or 18 mile facility connecting I-270 with I-95 and US 1. This concept plan includes a mix of Maryland Transportation Authority (MdTA) revenue bonds, backed by tolls on the ICC and the existing MdTA toll facilities; GARVEE bonds, which are paid back by additional future federal funds from reauthorization; and federal funds that could possibly be appropriated specifically for the construction of the ICC.

It is estimated that the GARVEE bond payback would come from a portion of additional federal funds Maryland expects to receive under reauthorization of TEA-21, the federal surface transportation authority legislation (up to \$60 million a year). These federal funds are anticipated to be above and beyond what the Department currently receives and comprise less than 12 percent of the total federal transportation funds the State receives. Currently programmed projects which use existing anticipated federal dollars would not be impacted.

The complexity of this project requires a concept plan that allows for flexibility as the project progresses. Due to the early stage of this project, it is important to note that this funding scenario is a concept plan and subject to ongoing review and modification.



*Moving people and commerce*

## WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs.

Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Airport.

In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The U. S. Congress is currently in the process of developing the next long-term federal surface transportation system funding program. A detailed discussion of this process is presented in a later section of this summary.

Total projected Trust Fund revenues amount to \$15.4 billion for the six-year period covered by this CTP. These amounts are based on assumptions the economy will continue on average along a moderate growth scenario for the next six years. (For more on revenue projections and economic assumptions, see pages A-8 through A-10.)

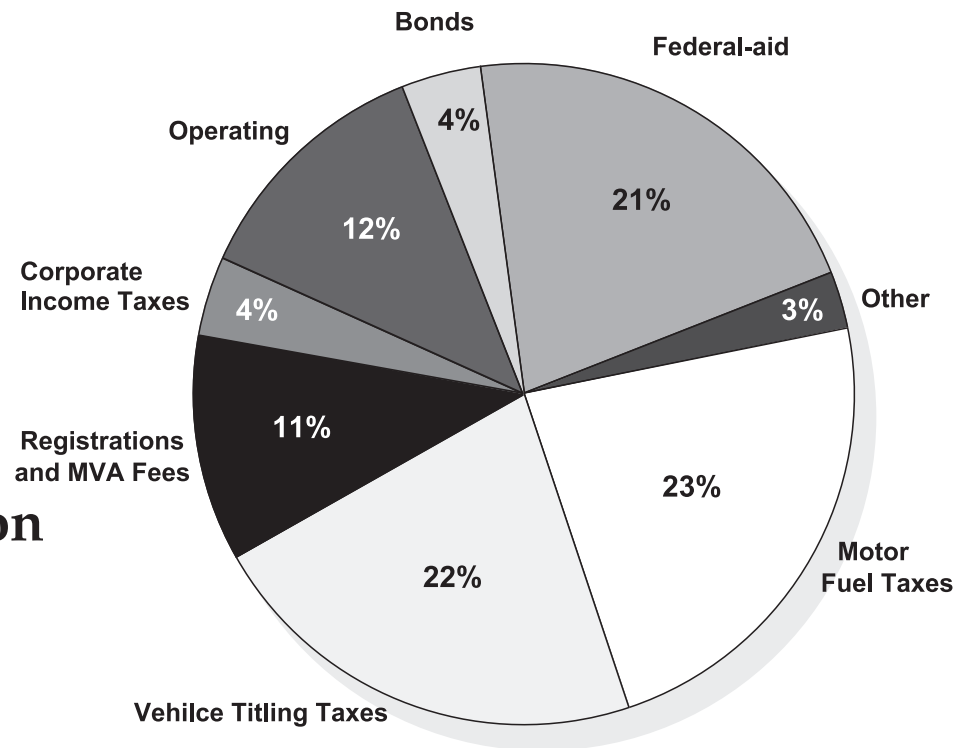
## Transportation Revenues

## WHERE THE MONEY GOES...

The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs.

After operating costs, debt service, and local distributions, the remaining money goes towards capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects.

This FY 2004-2009 CTP totals about \$7.7 billion; \$6.6 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources.



# TRANSPORTATION TRUST FUND:

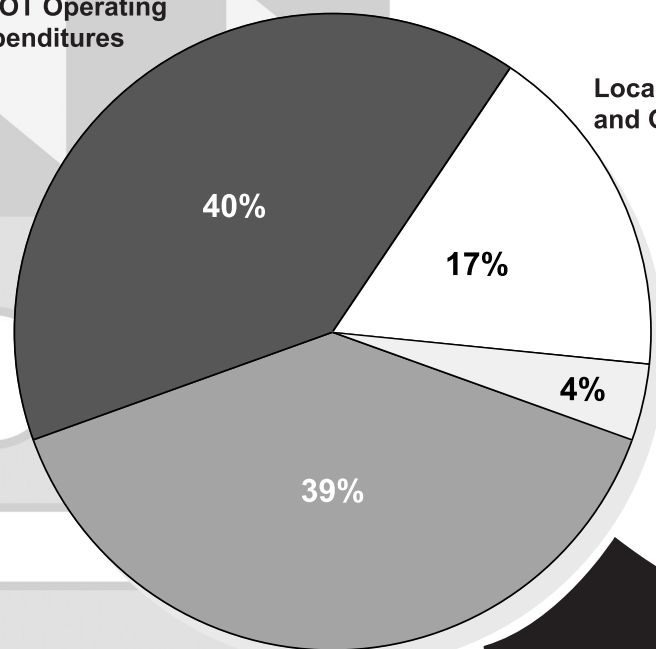
Where the revenues go...

MDOT Operating Expenditures

Local Government and General Fund

Debt Service

MDOT Capital Expenditures



## Capital Expenditures

### FY 2004-2009 CTP SUMMARY (\$ MILLIONS)

	STATE FUNDS	FEDERAL AID	OTHER *	TOTAL	PERCENT OF TOTAL
TSO	94.7	26.3	–	121.0	1.6
MVA	133.1	–	–	133.1	1.7
MAA **	315.3	115.1	438.3	868.7	11.4
MPA	398.1	10.4	–	408.5	5.3
MTA	483.7	629.0	5.6	1,118.3	14.6
WMATA ***	385.3	93.8	612.6	1,091.7	14.3
SHA	1,616.9	2,292.9	–	3,909.8	51.1
<b>TOTAL</b>	<b>3,427.1</b>	<b>3,167.5</b>	<b>1,056.5</b>	<b>7,651.1</b>	<b>100.0</b>

\* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority, Passenger Facility Charges (PFC), Customer Facility Charges (CFC), Maryland Economic Development Corporation (MEDCO) and federal funds received directly by WMATA.

\*\* Projects using non-trust fund financing sources are included in the total.

\*\*\* Federal funds for Addison Road go directly to WMATA and are now included in "Other Fund" Total.

TSO – The Secretary's Office  
MVA – Motor Vehicle Administration  
MAA – Maryland Aviation Administration  
MPA – Maryland Port Administration  
MTA – Maryland Transit Administration  
WMATA – Washington Metropolitan Area Transit Authority  
SHA – State Highway Administration

# SHAPING MARYLAND'S TRANSPORTATION SYSTEM

## The Public's Role

When developing Maryland's transportation system, MDOT seeks public input while assembling the Maryland Transportation Plan, preparing the CTP, studying possible projects and designing facilities.

The Maryland Transportation Plan, the Department's guiding document, reflects the concerns of our customers – the Maryland public that uses the transportation system on a daily basis. The plan is created with inclusive public participation and input through such processes as telephone surveys, leadership interviews, workshops, and consultation tour meetings. The public also comments on the draft plan before the Governor adopts the final version.

The public and local governments also have an important role in shaping the CTP. Every fall, the Secretary tours each County and Baltimore City to receive input on local priorities. Jurisdictions submit priority lists. Regional bodies also provide input. Projects are more likely to be funded if there is a local consensus behind it. Local input is considered when revising the program before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly in January.

Throughout the year, the public has many other opportunities to review and comment on specific projects, such as public meetings during planning and environmental review phases. State planners and engineers also work with the public to design projects that reflect sensitivity to the context of the surrounding community and environment.

For information on projects, call the MDOT's Office of Planning and Capital Programming, which assembles the SRT, at 410-865-1275; TTY for the Deaf 410-865-1342. For more information on MDOT and links to each of the modal administrations, visit <http://www.marylandtransportation.com>.

## Evaluations

Every year, the Secretary of MDOT works with the Department's modal administrators to determine which projects to add to the CTP or to advance. MDOT looks at the need for the project based on the level of service, safety, maintenance issues, and economic development. Then, the project is evaluated for

consistency with MDOT goals and objectives. The availability of funding, including federal funds, is evaluated. Also, input by local officials is a major consideration.

## Planning

Transportation planning and programming in Maryland also is influenced by a number of federal initiatives including TEA-21 and Clean Air Act Amendments.

In June 1998, the President signed into law the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the a period of six years which ended September 30, 2003. TEA-21 built upon on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the previous authorizing legislation for surface transportation. This Act combined the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels. Other initiatives focus on protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. Congress continues to work on re-authorizing this legislation which provides federal funding to address the extensive needs of the nation's transportation system.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classifications were established and ranked according to severity of the area's air pollution problem. These non-attainment categories trigger varying requirements an the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with federal Clean Air Act requirements and that, as a consequence, federal transportation funding for State projects will continue uninterrupted.



# HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. These are referred to as the Department's modal agencies or modes. Projects in the CTP are listed under the mode responsible for them. Within the State Highway Administration section of this document, projects are listed by jurisdiction.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, and its compliance status with Smart Growth. It also shows any significant change in the project since the last budget approved CTP. A chart shows funds budgeted over the six-year cycle. This is general information and is not intended to provide specifics such as alignments, status of environmental permitting, or alternatives under study.

## Funding Phases

**Planning** - Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project and to establish the scope and location of proposed transportation facilities.

**Engineering** - The next phase for funding is the engineering phase. These projects undergo planning and environmental studies and preliminary design. These projects, having been more thoroughly evaluated than those in Project Planning, are candidates for future addition to the Construction Program and are more likely to be built.

**Right-of-Way** - This funding is approved at different points during the project, to provide the necessary land for the project or to protect corridors for future projects.

**Construction** - This last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives necessary environmental permits, the State meets air quality requirements, and contracts are bid.

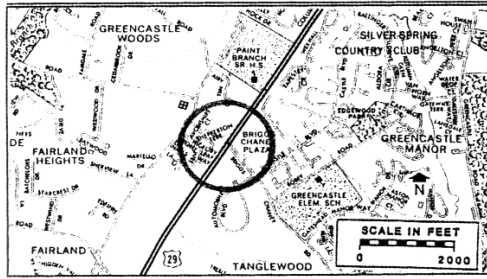
A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at multi-modal solutions to transportation needs. One example is the I-270 / US 15 multi-modal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties.

The CTP also contains lists of minor projects, which are smaller in scope and less costly such as resurfacing roads, safety improvements, sidewalks and bicycle trails.

Following this introduction are other lists, which can help the reader understand changes in the CTP. One shows significant changes from last year's CTP. It lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP.

Also, there is information regarding the economic trends and assumptions the CTP is based upon and more information about revenue projections.

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 7** **PRIMARY CONS**



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct a new interchange at Briggs Chaney Road as appropriate.

**JUSTIFICATION:** Rapid development along the US 29 corridor has re congestion. An interchange at this location will address failing levels of economic development.

**SMART GROWTH STATUS:**

<input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined	<input type="checkbox"/> Project Outside PFA; Subject to Exception Approved by BPWMI
<input checked="" type="checkbox"/> Project Within PFA	
<input checked="" type="checkbox"/> Grandfathered	

**ASSOCIATED IMPROVEMENTS:**  
EastWest Intersection Improvement Program (Construction Program)  
EastWest Link Improvements (D&E Program)  
US 29 Interchanges (Construction and D&E Programs)  
MD 28/ MD 198, MD 97 to I-95 (D&E Program)

**STATUS:** Final Engineering underway. Right-of-way to begin during t

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.

PHASE	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006	FEDERAL CATEGORY
PP	0	0	0	0	0	---
PE	490	700	622	70	0	NHS
RW	0	78	2496	2886	981	NHS
CO	0	0	0	4098	14281	NHS

**POTENTIAL FUNDING SOURCE:** ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY						SIX YEAR TOTAL	BALANCE TO COMPLETE
					2003	2004	2005	2006	2007			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,709	20	700	1,000	889	100	0	0	0	2,689	0	0
Right-of-way	8,258	0	0	100	3,200	3,700	1,258	0	0	8,258	0	0
Construction	27,881	0	0	0	0	5,254	9,015	9,294	23,563	4,318	0	0
Total	38,848	20	700	1,100	4,089	9,054	10,273	9,294	34,510	4,318	0	0
Federal-Aid	30,084	14	490	778	3,118	7,054	8,013	7,249	26,702	3,368	0	0

**FUNCTION:**  
STATE - Principal Arterial  
FEDERAL - Other Principal Arteri  
STATE SYSTEM: Primary  
DAILY TRAFFIC: (USAGE IMPA  
CURRENT (1999) - 57,300  
PROJECTED (2020) - 92,900  
OPERATING COST IMPACT: ↑

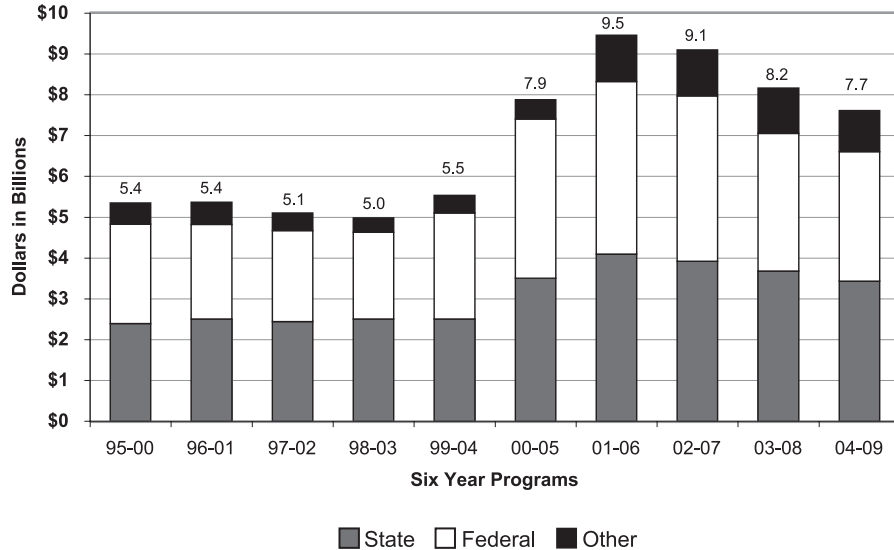
STIP REFERENCE # 152048 12/01/2000

**A PROJECT INFORMATION FORM**

# PROGRAM HIGHLIGHTS

The FY 2004-2009 CTP totals about \$7.7 billion. About 41 percent of this capital program will be supported by federal funds, predominately for highway and transit projects.

**Maryland Department of Transportation  
TOTAL PROGRAM LEVELS**



## Economic Trends and Assumptions

The Department's revenue and operating cost projections are based on a long-term "moderate growth" scenario for the nation's economy. The major trends and assumptions are as follows:

The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.5 percent to 5.3 percent during the program period with inflation between 1.5 to 2.5 percent annually.

The nation's economy experienced a mild recession, and started on economic recovery in FY 2003. It is now believed to be entering a period of sustained growth. As it moves through this economic recovery, it is projected to continue to have "business cycles" with:

- No major external events,
- No major changes in the law or operating responsibilities of the Department, and
- The historical relationship between national economic activity and the level of Department tax revenues continuing through the forecast period.

There are plentiful supplies of gasoline in the marketplace. Gasoline consumption is projected to increase 2.6 percent in FY 2004, increase 2.6 percent in FY 2005, and increase about 1 percent thereafter.

Auto sales had been increasing consistently due to the combination of good economic conditions and increased consumer confidence. In FY 2002, a surge of sales occurred with the introduction of 0% financing. For FY 2004 and beyond, sales are expected to return to their normal cyclical pattern throughout the forecast period.



# REVENUE PROJECTIONS

Total projected revenues amount to \$15.4 billion for the six-year period. This estimate is based on existing revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future State tax or fee increases. Pertinent details are as follows:

- **Opening Balance:** It is the goal of the Department to maintain a \$100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.1 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.4 billion. The titling tax of 5 percent of the fair market value of motor vehicles is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will experience the start of a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$1.5 billion. This forecast assumes the combination of reduced growth in registered vehicles and change to a heavier vehicle mix will increase the revenues an average of 2.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$489 million. The Department receives a portion (24 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.4 billion for operating and capital programs. This amount does not include \$613 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital, only \$273 million is for operating assistance. Since federal aid supports approximately half of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.3 billion, with \$683 million from MTA; \$557 million from MPA; and \$1.0 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These projections are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$800 million of bonds will be sold in the six-year period. The level of bonds which could be issued is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department.
- **Other Sources:** The remaining sources are projected to provide \$114 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## Federal Aid Assumptions

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding levels for transit and highways for federal fiscal years (FFY) 1998 through 2003. TEA-21 authorized a guaranteed minimum level of highway and transit funding which has resulted in significantly higher funding than previous acts – 40 percent higher than the previous act.

TEA-21 expired September 30, 2003, and Congress passed a short-term extension of the authorization. Congress is working on a new authorization, which will soon be in effect for the next six years.

The next federal surface transportation authorization act will determine the program structures for a multi-year period, most likely for six years – FFY 2004-2009. However, due to lack of consensus on new sources of federal revenues, there is some probability that Congress may enact a short-term six month to two year extension of the existing act. Depending on congressional action, funding levels are expected to be slightly higher than current levels.

The ability to complete the program as scheduled, will, of course, depend upon actual federal appropriations. Transit funding is of particular concern. An estimated 50 percent of the transit funds are discretionary and are dependent on annual appropriation earmarks.

Specific federal aid assumptions and issues relating to the Department's program are detailed as follows:

**Transit:**

The FFY 2004 FTA Urbanized Area capital assistance for Baltimore, Washington and Small Urban Systems for Bus, Metro, Light Rail, and MARC is \$53.5 million. An annual estimated amount of \$53.5 million is assumed for the FFY 2005.

The MTA has assumed an annual amount of \$28.8 million for FFY 2004 in rail modernization funds.

The TEA-21 authorizes a maximum of \$185 million in New Starts funds for MARC improvements for FY 1998 to FY 2003. The actual appropriation for MARC was \$31 million in FFY 1998, \$17 million in FFY 1999, \$2.2 million in FFY 2000, \$10 million in FFY 2001, \$12 million in FFY 2002, and \$11.6 million for FFY 2003.

TEA-21 authorizes \$120 million for Baltimore Central Light Rail Double-tracking. There was an appropriation of \$1.0 million in FFY 1999, \$4.7 million in FFY 2000, \$3 million in FFY 2001, \$13.0 million in FFY 2002, \$18.0 million in FFY 2003, and \$40 million in FFY 2004. A Full Funding Grant Agreement was approved in July 2001. The Department has estimated future federal appropriations of \$40.4 million.

**Highways:**

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in a given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under ISTEA, which authorized funds from federal fiscal year 1992 through federal fiscal year 1997, OA ranged from 80.5 percent to 105.3 percent. This CTP assumes the level of OA from TEA-21 at 87 percent of apportioned funds for FFY 2003 and thereafter.

The Department has taken advantage of a TEA-21 provision to proceed with some federal aid projects now even though federal aid will not be available until later. This "advanced construction" provision allows the use of State funds now, which will later be reimbursed with federal aid as it becomes available. This is done for selected projects in an effort to start construction as early as possible to help meet specific highway needs.

Transfers between federal funding categories allowed under TEA-21 is assumed in order to match available federal aid to the schedule of qualifying projects.

**Washington Metropolitan Area Transit Authority:**

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. The annual amount of these funds is based on actual and projected federal funding levels provided under TEA-21.

TEA-21 authorizes construction of the Addison Road to Largo Extension of the Washington Metro. There was an appropriation of \$1 million for the extension in FFY 1999, \$4.7 million in FFY 2000, \$7.5 million in FFY 2001, \$55 million in FFY 2002, \$59 million in FFY 2003, and \$65 million in FFY 2004. A Full Funding Grant Agreement was approved in December of 2000. As a result, the Department will receive an additional \$72.9 million of federal funds for the project.

In addition to federal funds received directly by WMATA, MDOT has budgeted additional Congestion Mitigation and Air Quality federal funds to be used by WMATA for critical preservation activities.

**Aviation:**

Federal entitlement and discretionary funding for airport projects are currently provided by the Federal Aviation Administration through the Airport Improvement Program (AIP). It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for BWI will total \$18 million for the six-year program period.

The MAA anticipates an additional \$97 million in new discretionary AIP funding for BWI and Martin State Airports during the six-year program period. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.